



THE NEW URBAN TRANSPORTATION POLICY OF THE GOVERNMENT OF ONTARIO

WHAT CAN ONE PERSON DO?

Public transportation is more than just moving people; it largely determines the shape, size, density and quality of our communities. So, while we may rely on specialists to design efficient systems, the citizen himself must say what kind of city he wants.

Improvements of public transportation in each of Ontario's towns and cities will be a local decision. It is our individual responsibility to be aware of the choices and of the means available. Each of us can participate in the development of our own community's program.

Literature is available on the different aspects of urban transportation from the Ministry of Transportation and Communications. Requests should specify which subject or subjects you are interested in.

For groups or public meetings, there are films and audio visual presentations.

Municipalities may arrange with the Ministry to have speakers address their transportation authorities or open meetings.

The Ministry of Transportation and Communications is anxious to help.

Call or write us at:

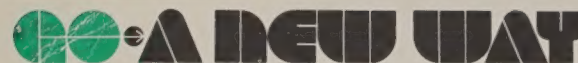
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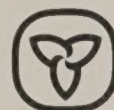
The Government of Ontario is seeking an integrated transportation system which will meet the needs of the people of Ontario's cities. This will be accomplished by providing for:

1. Subsidies of 75% to municipalities for the purchase of buses, streetcars and trolley buses and related facilities.
2. The development and demonstration of a new form of intermediate capacity system—GO•URBAN—at Provincial Government expense and a subsidy program of 75% to assist municipalities in applying the system to meet their needs.
3. Assistance to municipalities and the private sector for programs to alter demand for transportation at peak times such as the encouragement of flexible working hours to spread peak loads in major cities;
4. Subsidies of 50% to municipalities for upgrading and expanding computer-controlled traffic systems;
5. Continuation and expansion of studies in co-operation with municipalities in order to maximize the use of existing roadways through the study of such means as one-way streets, delivery and parking policies;
6. An intensification of Provincial efforts and resources devoted to the coordination of transportation planning among the municipalities in Ontario.

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breaking the urban traffic jam



Ontario

Ministry of
Transportation and
Communications

HON. WILLIAM G. DAVIS / PREMIER

HON. GORDON CARTON
MINISTER

A. T. C. McNAB
DEPUTY MINISTER

A MESSAGE FROM THE PREMIER

If people are to enjoy the fullness and variety of city life, if employment, housing and leisure opportunities are to be available to all, one of the first priorities must be ease of movement in the urban area. Automobiles and commercial vehicles must be free to move and public transit must be attractive and convenient for those who do not or choose not to drive.

Urban traffic is usually only a problem during those few peak hours when people are going to and returning from work. To provide more streets and roads by covering landscape with asphalt in the form of expressways is self defeating and only adds to air and noise pollution and the disfiguring of residential areas. Additionally, expressways have become prohibitively expensive.

We had to find a better way.

Your Provincial Government is now implementing a new policy for urban transportation. This new policy emphasizes a variety of new transportation facilities. Road transportation, while still an important part of our overall transportation policy, is now balanced with alternative ways to move people.

In the months and years ahead, decisions will be made that are designed to relieve the traffic congestion in Ontario's cities and these decisions will determine in the long run the kind of cities our children will live in. Each of us should be concerned as we can influence those decisions.

We now have before us the unique opportunity to move from the bumper-to-bumper era in our cities into an age when cities really are for people.

William G. Davis

HON. WILLIAM G. DAVIS / PREMIER OF ONTARIO

GO • URBAN

GOVERNMENT OF ONTARIO URBAN TRANSPORTATION POLICY



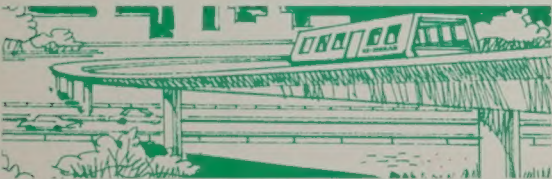
Ontario's new transportation policy provides municipalities with subsidies of 75% of the cost of new transit equipment and related facilities.

Canadian industry is being encouraged to research, design and build more comfortable, attractive, quieter vehicles...and less costly ones.



GO • URBAN is the demonstration medium capacity transit system being constructed at Exhibition Park in Toronto by the Government of Ontario to test its feasibility and reliability in Ontario's climate.

The system will be fully automated, quiet and emission-free. It is planned to have it in operation by 1974 and tested by the public not later than 1975.



Cities will be subsidized to the extent of 75% in applying the GO • URBAN system to their needs. Medium capacity rapid transit is much less costly

than subways or expressways, may utilize existing rights-of-way, and its elevated guideways cause little interference with the crossflow of regular pedestrian and vehicle traffic.



Traffic, whether by private car or public transit, peaks for an hour or so, morning and evening, each working day. If we can spread this to three or four hours, travel will be more agreeable. The Province subsidizes studies and programs to alter this demand for transportation. This might be accomplished through staggered working hours, adjusted school hours, off-peak commercial deliveries. Studies are already under way involving the more than 10,000 civil servants working at Queen's Park, Toronto.



Dial-A-Bus is a door-to-door, on-call, public bus service which was pioneered by the Ministry of Transportation and Communications in an experiment at Bay Ridges. By offering improved convenience it has attracted more riders, thus holding operating costs in line with conventional bus service. Dial-A-Bus tech-

niques will be further refined in operating systems at Kingston, Stratford, Bramalea, Ottawa and Toronto.

The Ministry will work with municipalities to implement further systems where Dial-A-Bus might be appropriate to solve urban traffic problems.



Many transit experiments are in operation already in Ontario, following provincially-subsidized transportation studies. Sudbury has a completely new municipally-operated system. A combination of express buses, shuttle buses, and Dial-A-Bus service links the city routes; special 'worker' buses take residents beyond the city limits to nearby mine operations in time for each shift change.

The new Oakville Transit has a novel fare structure, offering reduced fares at off-peak hours to spread the traffic load.

The Ministry is prepared to extend the experience gained in these activities and studies to all parts of the Province.



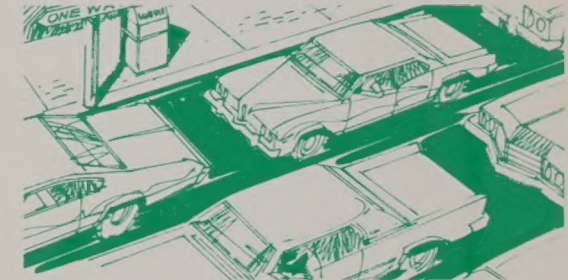
Public transit problems often cut across municipal boundaries and jurisdictions. Where no coordinating authority exists, the Province has been able to help

with commuter bus and rail services such as those offered by GO Transit between Hamilton, Toronto and Oshawa, and Newmarket, Richmond Hill and Toronto.

The new urban transportation policy assigns provincial resources and efforts to the coordination of transportation planning.



Computer-controlled traffic systems such as that used by Metropolitan Toronto make possible much more efficient utilization of arterial streets. Under the new transportation policy, major urban areas may receive subsidies of 50% for up-grading and expanding computer control installations.



It is often possible to increase the effective capacity of roadways, and of the public transit on those roadways, by one-way streets, exclusive bus lanes, off-street parking and scheduled servicing and deliveries. Municipal transportation studies of these possibilities will continue to receive provincial financial support at the rate of 75%.